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[REDACTED]

Work on Improvements in the Vojvodina (Yugoslavia)

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The preparatory work for the construction of the Danube - Tiza - Danube canal has recently been completed (within the framework of the five-year plan). According to the general plan, the canal will be 240 km in length; 110 km will run through the Bachka region, the remaining 130 km through the Banat. The difference in water level between the Danube, near the city of Bezdar, and Novi Sad is nine meters; between Bezdan and Bechey, eight meters; between Bezdan and Banatska Palanka, 15 meters.

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See accompanying sketch.

[REDACTED]

Key: Pumps

Central water stations

Central water station with dike on the Tiza river

State boundary

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[REDACTED]

Director of the Fiume Oil Refinery

Radmilo Protic, who up to now has been deputy chief of ~~distribution~~ ^{a department} ~~tion~~ of the Ministry of Traffic of the People's Republic of Croatia, has been nominated for director general of the Fiume oil refinery.

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[REDACTED]

~~The~~ Tito's naval experts [REDACTED] report great activity in the field of naval construction in Yugoslavia. In several shipyards very fast MAS^(submarine chasers) are being built, frequently with wooden hulls because of the shortage of other materials. Although there are not sufficient numbers of specialists, about 50 MAS of various types have been launched so far, plus six small tankers and about 30 small craft. [REDACTED]

[REDACTED] At Tivat, in 50X1-HUM
the Bay of Cattaro, [REDACTED] specialists are building pocket submarines on a mass-production basis. The areas have been evacuated of all civilian population.

The head of the Albanian Communists, Enver Hodza, has concluded an agreement with the Soviet Minister of Trade, Mensikov, on the basis of which the USSR has granted Albania a credit amounting to three million dollars for the purchase of machinery and foodstuffs in the USSR.

In addition to the credit already mentioned which Enver Hodza obtained for Albania from the USSR, Russia has sent this country a complete factory for the processing of sugar; its capacity is 5,000 carloads. Russia has also sent complete machinery for a textile factory with an annual capacity of 20 million meters and a modern factory for the processing of leather.

It has been learned from Bulgaria that the USSR has placed three miscellaneous factories at that country's disposal.

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On the basis of the new trade agreement between [redacted] and Yugoslavia in the amount of 15 million pounds sterling [redacted] will have the right to export and to dispose freely of that percentage of production of certain firms which corresponds to [redacted] capital in those firms.

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29 April 1949

In Ljubljana there is a metallurgical and machine-building plant by the name of "Litostroi". It is a very large plant [redacted]

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[redacted]

[redacted]

The immediate objective toward which the Yugoslav authorities are striving at present is the realization of the five-year plan. In this connection it is worth noting that the fulfillment of the plan is considerably behind schedule. For example, in the A. Rankovic firm (torpedo factory) in Fiume the launching of the first three torpedos of entirely post-war construction took place on 19 March, six months later than planned. The difficulties in manufacture were essentially due to the shortages of skilled labor, of special bronze, and of adequate machinery. The department heads, who even before the war constituted the backbone of production, contributed greatly to the work. They were: Chersina Agostino/, Smoquina, Perich, Dobrilla, Surina, and Mohoric. They have all been drafted for other service, but naturally the authorities have refused to release them.

It is thought that production would suffer grave damage if they succeeded in obtaining releases. The gyroscope ~~division~~ department is the most critical. It is headed by Smoquina, and has a number of skilled workers, who have also been selected for ~~other~~ duty.

The machinery which arrives comes ^{mainly} ~~mainly~~ from dismantled German

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industrial plants [redacted]

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In addition, work is being done on converting about 200 Junker engines, by transforming them and adapting them for installation in submarine chasers [redacted] Each submarine chaser is provided with three engines, which permit it to develop a speed of 42 or 43 miles per hour. About 130 such engines have been transformed so far, but only a tenth of them have undergone block tests and only three have been installed in the vessels.

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In addition, there is a secondary production of small compressors, and the production of Diesel engines is destined for considerable future development. At present a type of 40-horsepower engine is in an experimental stage; the first of these engines are to be ready by the first of May. The labor pool in Terni was exhausted by labor drafts prior to 1945, and with the exhaustion of this source there ^{also} arose the problem of supplying certain essential parts.

An attempt was made to overcome the shortage of labor by bringing in the military, but they could only be counted upon to supply manual labor, and that only to a limited extent.

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In the Pioppi camp (formerly the Diaz camp) a repair factory for electrical equipment has been set up. It does not amount to much at present, but is considered to be of great importance for future developments. (Its name is Svijetlost.)

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Work has been going on for some time in the torpedo factory in Fiume on torpedo-launching equipment [redacted]

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In this connection it is probable that a request will be made [redacted] to furnish the Leonard aggregates (motor-dynamo aggregates for 100-volt direct current, with approximate output of 5 - 7 kilowatts). This project is very dear to the hearts of the military authorities, but

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so far practically nothing has been done on it because of lack of means.

1 May 1949

With the reestablishment of double-track service on the Vrpolje
Novska line, Yugoslavia now has double-track service from Belgrade to
Zagreb, ~~with a capacity of 160 cars per day.~~ with a capacity of 160 cars per day.



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